CHURCH-BUILDING INTELLIGENCE, &c.

Opening of a New Church at Shirebrook, in the Parish of Pleasley.—The ceremony of the opening of a new church in the hamlet of Shirebrook took place on Wednesday, the 19th ult. The church is in the Norman style, and is erected on a plot of land, the gift of the rector, the Rev. J. Holden, at the eastern extremity of the village of Shirebrook. The walls are of freestone, within and without. The bell is suspended over the western extremity, at which part of the church is the doorway. The interior is fitted with neat open stalls of oak, capable of accommodating from 250 to 300 persons. On entering the church, a font, in keeping with the style of the building, first arrests the eye, for which the church is indebted to the liberality of Mr. Joseph Nicholson, of Shirebrook, by whom it has been presented. The roof is oak, supported by beams, &c. The pulpit and desk occupy the south-west corner of the church, communicating with the vestry by a doorway in the eastern wall of church. The altar is a raised recess approached by steps from the nave. On each side is an oaken chair with a crimson cushion, one of which was presented by Mrs. Lucas, of Warsop Park, and the other by E. W. Wilmot, Esq., of Worksop. At the back of the communion-table is a crimson curtain, occupying the place of the ancient records. The whole of the furniture of the altar was presented by the ladies of Shirebrook. The eastern window consists of two lights; in the centre of the northern is a cross flory gules, the intersection or, around which, in a lozenge, is the following legend, taken from the Litany:—"By thy cross and passion, by thy precious death and burial, by thy glorious resurrection and ascension." In the southern light is a cross, as in the other, with a lozenge, containing the inscription: "I am the living bread that came down from heaven. If any man eat of this bread he shall live for ever." In the upper part of the northern light is the sacred monogram "I H S." At the top of the other light is the emblem of the Trinity, two interlaced triangles. The trefoil above contains the emblem of the Holy Spirit. In the centre of the western window is a Latin inscription, from the pen of Dr. B. S. Kennedy, head master of Shrewsbury School. The architects of this little church are Messrs. Patteson and Hine, of Nottingham; Mr. Lindley, of Mansfield, the builder. The cost of the erection is about 600*l.*—*Doncaster Gazette.*

The late William Stevenson, Esq., of Stamford, has bequeathed 4,000*l.* for building a church at Deeping Fen; 200*l.* for keeping the same in repair; and 5,000*l.* for the purpose of providing an income for the minister.

RAILWAY INTELLIGENCE.

Leeds and Thirsk Railway.—At a recent meeting of the provisional committee of this railway, the attention of Mr. Grainger, the engineer, was directed to an observation made by a Mr. Cabray, at a late meeting of the York and North Midland Railway Company, with reference to this railway, to the effect that a gradient of 1 in 95 would be attended with great danger—that it would have to be wrought by a fixed engine, and that it was the intention of the Leeds and Thirsk company to work some portion of it by ropes. That there may be no misunderstanding as to the expression used, we quote the report of the meeting. It is in these terms:—"Mr. Barstow asked Mr. Cabray, the resident engineer of the York and North Midland Company, whether a declination of 1 in 95 would not be attended with great danger? Mr. Cabray said no doubt of it. It would have to be wrought by a fixed engine; the company, he believed, proposed to work it by ropes." To the statement respecting the working any part of the line by ropes, he (Mr. Grainger) gave the most unqualified contradiction; it is not now, and never was, his intention to recommend any such thing. In regard to the danger apprehended on a gradient of 1 in 95, and the alleged necessity for working any part of this line by a fixed engine, he stated his opinion to be decidedly opposed to that of Mr. Cabray. In support of his opinion he referred to the Manchester and Liverpool Railway, the inclination of which, in approaching Rainhill from Liverpool, is 1 in 96, and the descent in proceeding towards Manchester 1 in 89. He also referred to that part of the Grand Junction Railway, which adjoins Warrington, which is 1 in 85; to the Great Western Railway, upon which there is about four miles of 1 in 100; to the Eastern Counties Railway, where there is two or three miles of 1 in 100; to the Carlisle and Newcastle Railway, upon which there is about four miles, 1 in 106, with bad curves; to the North Union line, upon which gradients of 1 in 100 will be found in four or five different places. On the Bristol and Exeter line, too, the gradient of four or five miles was very little above 1 in 100. On the Gloucester and Birmingham line there is a gradient of 1 in 36, and on the Edinburgh and Glasgow there is a gradient of 1 in 42. Upon all these lines locomotive engines are now the only power employed in working the traffic both as to goods and passengers, and some of them have been so for the last ten or twelve years, and no complaint has been made as to their safety. As respects lines which have obtained the sanction of the legislature during the present session of Parliament, he said he might refer to the railway upon the west coast of England (which is to form the only connecting link between the Lancashire railways and those in the west of Scotland), upon which for several miles the gradient is 1 in 75, and Mr. Locke has no intention of working it either by ropes or fixed engines, or otherwise than by locomotive engines; and as to danger in so doing, it never had been mooted. Other lines in the south of England might be mentioned, but instances sufficient have been given to shew that the views of engineers have very recently undergone a new change respecting the mode of working, as well as the safety of steep gradients.—*Doncaster Gazette.*

Eastern Counties Railway Extension.—The works of this railway will shortly be commenced in good earnest. We understand, during the past week, Mr. Hardy Wells, the surveyor, on the part of Messrs. Crowder and Maynard, the solicitors to the company, has served a great many notices of taking the land for the works, and that Messrs. Woolley, from the Tithe Office, and Mr. Saunders, of Derby, are engaged to complete the purchases of the land that is necessary. We believe that the purchases in most cases will be amicably settled. Mr. Angerstein, one of the largest owners, is already settled with. The works of the Norwich and Brandon line, near the latter place, were commenced on Monday last.—*Ipswich Journal.*

Ramsgate.—A petition has been numerously signed by the inhabitants of this town, in support of the South-Eastern Railway Company's branch to Hastings. At present the journey from here to Hastings is very tedious, being nearly two days in the passage, having to go *vid* Dover, Romney, Winchelsea, &c., or by London. The railway company's surveyors have commenced operations to enable them to take the level of the line; they have cut away about a yard wide of the standing crops between this place and Minster, and also between here and Margate.

Railway Station at Ely.—A large quantity of implements and materials have reached Ely within the last few days, and workmen are employed in building workshops, stables, &c. Preparations on an extensive scale are being made for the carrying on this undertaking: the double rail is to be carried on from Ely to Norwich, and the gage made so that the same carriages may go on to Yarmouth. The exact place for the station at Ely has not yet been determined upon, but it is said that it will be near the bridge, beside the Newmarket road.

Railway from London to Maidstone.—The London and Dover Company have directed Mr. R. Stephenson to survey the country between their Bricklayers' Arms Branch and Gravesend, and between Gravesend and Maidstone; also from the South-Eastern line to Rye Harbour; for which lines they intend to apply to Parliament next session.

The South Devon Railway Bill has now become law. The House of Lords, we understand, amended the Bill in several instances, as suggested by the Admiralty [surveyor. Mr. Walker, with the assent of the other House. These alterations, it is estimated, will increase the cost of the line by 100,000*l.*

Railway Legislation in France.—The *Presse* of July 3 says:—"All the peers and deputies who have co-operated in the formation of railway companies have, we are assured, given in their resignations." The *Patrie* of yesterday evening doubts the truth of this statement, the Chamber of Peers not having yet sanctioned the amendment of M. Cremieux against deputies being connected with railroad companies.—*Galignani.*

The Orleans Railway.—The Orleans Railroad Company is establishing the electrical telegraph between the passengers' station at Paris, and the warehouse for goods and the workshops at Ivry.

Bristol and Gloucester Railway.—The connecting link between the Northern and Western Railways is at length completed.

It is proposed to open a railway from Highbridge to the city of Wells.

Correspondence.

SIR,—The letter of "A Subscriber," in No. 73 of THE BUILDER, relating to the Derby Asylum, tells more tales than its author really intended; and although he has neither given his name or address, the puff-direct in the second paragraph is more than a proof from whose pen it emanates. The object of this letter is to tell you, Mr. Editor, what you already know has been the case in other instances, that this competition was really *no competition* at all, for it was well known to *more* than one party resident at Derby, who was to have the prize, even before the committee sat to decide; which is probably the reason why the said committee did not "*even divide, but were unanimous for its adoption*," as your "Subscriber," in the innocence of his heart, lets out. Your "Subscriber" further states that it is "*certainly a very excellent plan.*" Indeed! and are all the "large and elaborate drawings" so far behind Mr. Duesbury's, as not to merit even a look from the committee? Mr. Duesbury I have known for some few years; I therefore know both him and his family connnections, and can tell, as well as he does, which way the wind blows in the town of Derby.

Nearly all Mr. Duesbury's friends and relatives reside in or near Derby, and as they are intimately connected with all the families in the place, of respectability, they have ample opportunities of benefiting their *protegé* by getting a committee that will be very docile and unanimous in selecting the plan that was *wanted* to be chosen. I ask you, is there nothing in the fact, that the same party should have the only two public works at Derby that has been competed for in the short space of four or five years? The real fact is, that this competition has been got up precisely in the same way that many others have, the successful candidate being known *even before* the committee met to decide!

The last paragraph contains a complaint about the heavy expense which young architects unnecessarily put themselves to in getting fine *pictures*, instead of real, sober, *legitimate drawings*, in a plain architectural style; and I am sorry to say that the *pictures* (for I will not say drawings) which the Royal Academy seem to take most delight in fostering are precisely the kind of which your "Subscriber" complains; plain drawings, in nine cases out of ten, being rejected from the Academy, to make room for splashy pictures, with little or no architecture in them.

Competing now-a-days is a mere farce in most cases, and I am much surprised that young architects will give themselves the trouble, as well as incur a heavy expense, in the vain hope of success or employment; for a few years' experience would inform them that, in most cases, a *pet* is selected, and carried triumphantly through, against both the better skill and better drawings of his opponents.

As I am not an architect, I have no personal interest in the matter in question, but as I detest all jobs, I have give you my sentiments on the Derby competition.

I am, Sir, yours, very truly,

A SECOND SUBSCRIBER,
(but no Competitor).

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